

IN THE CLAIMS:

Please cancel claims 2-9 and 13 in their entirety without prejudice nor disclaimer of the subject matter set forth therein.

Please amend 1 and 12 as follows.

1. (Currently Amended) A front suspension device for an automotive vehicle, in which wheel support members of right and left front wheels are coupled with each other via a steering unit, an outer end of each of two lower arms is pivotally attached to the wheel support members respectively, and an inner end of each of two lower arms is pivotally attached to a vehicle body via a resilient member respectively, the front suspension device comprising:

a damping device equipped with a coil spring and attached to at least one of said two lower arms at a lower end thereof and to the vehicle body at an upper end thereof, respectively; and

a suppression device for suppressing a toe-change of said front wheels caused by a rotational torque which is applied to said at least one of the two lower arms, to which said damping device is attached, according to extension and contraction of said coil spring of the damping device,

wherein said suppression device includes a vehicle body member which constitutes part of the vehicle body to which said damping device is attached at the upper end thereof and is equipped with an elongated hole formed so as to extend in a circumferential direction of the damping device, and an attaching member for attaching said damping device to the vehicle body with an attaching bolt which is adaptive to get through said elongated hole of the vehicle body member, and said damping device is attached to the vehicle body by said attaching member such that said attaching bolt is fastened in a state where there is

provided no or a small amount of rotational torque applied to said at least one of the two lower arms, by applying a load corresponding to a vehicle weight to said coil spring so as to allow the attaching bolt unfastened to move in and along said elongated hole.

2.-9. (Cancelled)

10. (Original) The front suspension device for an automotive vehicle of claim 1, wherein said damping device is disposed in a substantially vertical direction of the vehicle.

11. (Original) The front suspension device for an automotive vehicle of claim 1, wherein said two lower arms include a front lower arm comprised of a lateral link extending outward from the vehicle body in a substantially width direction of the vehicle and a rear lower arm comprised of a compression link extending forward and outward from the vehicle body in a substantially oblique direction of the vehicle, and a position of a pivotal attachment of said front lower arm to the wheel support member is located forward and inside of that of a pivotal attachment of said rear lower arm to the wheel support member.

12. (Currently Amended) A method for manufacturing a front suspension device for an automotive vehicle, in which wheel support members of right and left front wheels are coupled with each other via a steering unit, an outer end of each of two lower arms is pivotally attached to the wheel support members respectively, an inner end of each of two lower arms is pivotally attached to a vehicle body via a resilient member respectively, the method comprising:

a step of providing a damping device equipped with a coil spring;

a step of attaching a lower end of said damping device to at least one of said two lower arms; and

a step of attaching an upper end of said damping device to a vehicle body in a state where said coil spring has been contracted to a specified extent and a rotational torque

caused by the contracted coil spring has been released, such that there occurs no or a small amount of the rotational torque applied to said at least one of the two lower arms according to extension and contraction of said coil spring under at least a straight vehicle driving condition.

13. (Canceled)